

DRAFT PERFORMANCE CRITERIA

Pavement Condition Index. The Pavement Condition Index (PCI) is a numerical rating of the pavement condition that ranges from 0 to 100, with 0 being the worst possible condition and 100 being the best possible condition. The PCI method was developed by the Construction Engineering Research Laboratory of the U.S. Army Corps of Engineers. This method can be used on both asphalt surfaced and jointed Portland cement concrete (PCC) pavements. *The lower the PCI, the higher a corridor would rank in prioritization of projects.*

Average Daily Traffic. The total traffic volume during a given period (from 1 to 365 days) divided by the number of days in that period. Current ADT volumes can be determined by continuous traffic counts or periodic counts. Where only periodic traffic counts are taken, ADT volume can be established by applying correction factors such as for season or day of week. For roadways having traffic in two directions, the ADT includes traffic in both directions unless specified otherwise. *Corridors with higher ADTs normally would rank higher in prioritization of projects.*

Transit Frequency. Transit frequency is a measure of availability of transit to the public. *It is a subjective measure that needs to be applied to corridors with existing or potential transit service.* With increased transit frequency, more people would likely use the bus, reducing traffic congestion on highways. Increased frequency also means increased reliability for people to get to work on time; if people don't have to wait as long for the next bus, it increases the likelihood that they're willing to give it a try. Expanding bus and vanpool service on overcrowded highways might be one of the quickest, cheapest, and most effective strategies to reduce traffic and expand capacity. *Corridors with the potential to have increased transit frequency will generally rank higher in prioritization of projects.*

Bicycle and Pedestrian Activity. Bicycle and pedestrian activity is a subjective evaluation. Performance measures include the volume of bicycle and pedestrian activity, existing traffic control and safety measures, and similar elements. *Corridors with higher bicycle and pedestrian volumes would likely rank higher in prioritization of projects.*

School Access. School access is primarily a subjective evaluation, but includes the objective assessment of adequate traffic control. *Corridors or locations with deficient school zone traffic control would rank high in the prioritization of projects. Similarly, corridors or locations with higher school pedestrian volumes would likely rank higher in prioritization of projects.*

Accident History. Accident history is a measurement of accidents for a certain volume of traffic. Typical measurements include accident rate per 1,000,000

vehicle miles, fatality rate per 100,000,000 vehicle miles, accident cost per mile per year (thousands of dollars), etc. *Corridors or locations with greater accident history, particularly those with higher numbers of severe accidents (injuries and fatalities) would rank higher in prioritization of projects.*

Opportunities for Matching Funds. Measure A provides a limited amount of funding for projects in Marin County. By obtaining matching funds, a project could be implemented with fewer Marin County tax dollars, freeing those dollars to be used on other projects. *Those corridors or locations that have the ability to attract matching funds would rank higher in the prioritization of projects.*

Geographic Equity. The Expenditure Plan (Figure 2, page 18) identifies funding allocations for Major Infrastructure Projects by Planning Area. The allocations are based on population and road miles and will be reviewed at the start of the tax and adjusted to reflect the most current information on that date. The distribution will also be balanced every six years. *The available funding determined by the allocation formulas will determine prioritization.*

MPWA

MARIN PUBLIC WORKS ASSOCIATION

TO: Dianne Steinhauser
TAM Executive Director

FROM: Farhad Mansourian
Chair

The Marin Public Works Association has reviewed the performance criteria contained on Page 18 of the Marin County Transportation Sales Tax Expenditure Plan. This criteria is to be used by MPWA and the TAC to prioritize major road projects. MPWA recommends that the following weighting be used:

<u>Performance Criteria</u>	<u>Score</u>
Condition of Roadway	
PCI < 25	40
PCI 26-50	30
PCI 50-75	20
PCI > 75	10
Average Daily Traffic	25
Transit Frequency	5
Bicycle and Pedestrian Activity	5
School Access	5
Accident History	5
Opportunity for Matching Funds	5
Geographic Equity	5

**Transportation Authority of Marin
Technical Advisory Committee**

**Major Roads and Related Infrastructure
Project Prioritization Methodology**

Tasks	Month
Review performance measures and descriptions.	Sep 05
MPWA develops proposed weighting criteria for performance measures.	
TAC reviews proposed Performance Measure weighting.	
MPWA conducts evaluation of roads of countywide significance by segments within planning areas.	Oct 05
MPWA develops preliminary list of priority segments for review with the utility providers and coordination with other projects.	
MPWA revises segment priority list based on utility feedback, if necessary, and reports to TAC.	
Report to TAC on weighting criteria, evaluation and identification of priority segments.	Nov 05
Local jurisdictions carry out process to develop project scope within those priority segments.	
Project sponsors' prepare application containing proposed project descriptions and preliminary cost and schedule estimates.	Dec 05
Applications are presented to the TAC for review.	
TAC evaluates the projects based on: <ul style="list-style-type: none"> • Review scope development process • Review feasibility of multi-modal elements. 	
TAC and MPWA identify top ranked projects by Planning Area.	Jan 06
Project sponsor (cities/towns/County) updates application based on feedback.	
Project approval by TAM Commissioners at a public meeting as part of the Strategic Plan.	Feb 06